

TRYING TO BREAK A RECORD

Burlington and Northwestern Fast Mail Trains Speeding from Chicago to Omaha.

PROMISE TO BEAT THE SCHEDULE TIME

Two Giant Corporations Contesting for the Big Prize Hung Up by the United States Government.

The reception of the inaugural fast mail trains of the Burlington and Northwestern from the east on their arrival at this end this morning promises to be very enthusiastic. The schedule calls for the arrival of the Burlington at Council Bluffs at 7:55 and the Northwestern at 8:15 o'clock, but the officers of the companies, who will be at the depots to greet the new trains, declare that it is available to get around as early as 7:30, and the crews of both trains expect to get in several minutes ahead of schedule time.

From the time the two flyers have been making across the state of Iowa during the night, it is evident that both will reach their destination ahead of their schedule, provided no unexpected event occurs. Both trains have faced a brisk wind from the west during the night, but it has not been sufficient to retard the progress of either. The entire road of each company throughout the 500-mile stretch was cleared for the initial run and not an unnecessary pound is being carried by either car. To such a fine point has the question of weight been reduced that all requests of representatives for room on the cars have been rejected. Nothing but mail cars are carried by either company and no space can be given up to newspaper men, even though the advertisement to be secured by carrying a large number of press representatives would have been considerable. The passenger departments of both lines desired to carry a private car for this purpose, but the operating departments insisted that they should not be hampered by single unnecessary wheels in their race for the \$750,000 government contract and the wishes of the men who must turn the wheels were deferred. Many of the big New York papers have wired their correspondents along the line to report the progress of the flyers for every hour consumed. These papers propose to feature the race as an event of unusual importance in the railroad world. Each locomotive will carry a division superintendent and engineer of transportation in addition to the engineer and fireman, so there would be no room for others in the cab without somebody being in danger of falling out during the fast run. Every precaution known to skilled railroad men has been adopted to force the trains to keep speed during the week's race and accidents have been carefully guarded against.

Will Tell of the Trip.

Agent Kuhn of the Northwestern will pilot a party of newspaper friends and enthusiastic railroad men to the Council Bluffs Broadway depot of his company this morning to greet the train of his company. The members of the crews of both lines are expected to recount their experiences of the run for the benefit of the press as soon as they arrive. The Burlington has taken the precaution to place aboard its train Charles S. Young, assistant advertising agent, who will accompany it from Red Oak into Council Bluffs. He is expected to secure all the technical information from members of the crew of that company for distribution later to the reporters. The railroad men recognize the new features of the remarkable and are doing everything in their power at this end to facilitate the publication of the details of the run.

Neither of the two trains that will arrive this morning will carry passengers, being purely mail trains. Therefore the Rock Island claims to have scored a distinct advantage in the change of its schedule, to take effect next Sunday, by which it will place a fast mail train on between Chicago and Omaha, which will have the additional feature of carrying several passenger coaches. This train will leave Chicago at 7:55 p. m. and reach Omaha the next morning at 8 o'clock. It will connect with the Lake Shore fast mail train at Emporium, which will save nearly an hour. Agent Rutherford of the Rock Island is very enthusiastic over this new train. He asserts that it will not only get mail as late as the two flyers of the Burlington and Northwestern, but that it will be the only one of the three fast mail trains carrying passengers. This train will give Chicago-Omaha travelers a difference of two hours over present schedules. This improved service was decided upon by the Rock Island management Saturday.

FAST MAIL STARTS OUT BADLY

Lozes Over an Hour East of Buffalo, but Makes Up Time to the Westward.

CLEVELAND, Jan. 2.—The new fast mail train between New York and San Francisco, which is said to be the fastest long distance regular train in the world and which left New York last evening, arrived here today over the Lake Shore shortly before noon. It pulled out of Buffalo one hour and five minutes late, of which fifty-five minutes was made up. Buffalo to Erie, a distance of eighty-eight miles, was made in ninety-eight minutes, including two stops. Erie to Cleveland, a distance of ninety-five miles, was covered in 104 minutes, including stops.

Weekly Meeting Goes Over.

The regular weekly meeting of the Omaha committee of the Western Trunk Line association was not held yesterday on account of the holiday. The meeting was postponed until next Monday. The new year is expected to develop the old skirmishing that

usually takes place between the representatives of the St. Louis and Chicago gateways on the committee. Lines with St. Louis connections and no Chicago outlet naturally look out for their interests in that direction while the Chicago lines, having the larger representation on the committee, usually have things their own way. Still, there is no expectation of any disturbance in rates. The situation was never more tranquil in this territory than at present.

START OF RACE FROM CHICAGO.

Equipment of the Fast Mail Trains in the Great Contest.

CHICAGO, Jan. 2.—Steel and steam fought tonight. How the race from Chicago to Omaha ended cannot be told until morning, for the Northwestern and Burlington trains do not reach Omaha until then.

But when last heard from both fast mail trains were in central Iowa, flying westward at a better rate than a mile a minute. The Burlington's fast mail left Chicago at 9:30. The new flyer of the Northwestern road left Chicago one-half an hour later. The Burlington is due in Omaha at 7:55 and the Northwestern at 8:15 tomorrow morning. As the government makes no mail contracts with the railroads for any stated period, under the rules and regulations the Northwestern has only to give faster service to Omaha for seven days. It is entitled to look upon the demonstration that it is entitled to of the mail contract, if not all of it. But if in the seven days the Burlington maintains its fast schedule and does better than the Northwestern then the latter has the right to demand a change in order to get the mail for the Pacific coast to Omaha within the time planned both trains ran at various times at a speed equalling eighty miles an hour, while the lowest rate of speed was forty-nine and one-half miles an hour at 9 o'clock, entering Chicago at 8:30 tonight over the Lake Shore.

The Northwestern used the 900 series of engines for its fast run, of which forty have been built for the road. The dimensions of these monsters are: Eight wheels, cylinders, 19 by 24; boiler, 4 feet 4 inches; weight, 120,000 pounds; weight of tender, loaded, 97,000 pounds; water capacity of tender, 4,500 gallons; coal capacity of tender, eight tons. The Burlington used its class 8 engines. The dimensions of that engine are: Cylinders, 19 by 25; boiler, 4 feet 4 inches; weight, 130,000 pounds; weight of tender, loaded, 97,000 pounds; water capacity of tender, 4,500 gallons; coal capacity of tender, eight tons. The Burlington used its class 8 engines. The dimensions of that engine are: Cylinders, 19 by 25; boiler, 4 feet 4 inches; weight, 130,000 pounds; weight of tender, loaded, 97,000 pounds; water capacity of tender, 4,500 gallons; coal capacity of tender, eight tons.

General Manager of B. & O. BALTIMORE, Jan. 2.—The B. & O. officially announced at Baltimore & Ohio headquarters tonight that F. D. Underwood, general manager of the Minneapolis, St. Paul & Sault Ste. Marie Railroad company, had accepted the position of general manager of the Baltimore & Ohio. The position was offered to Mr. Underwood two months ago by Receivers Cowen and Murray. Mr. Underwood will assume his new duties February 1.

Railroad Notes and Personalities.

All the railroad city offices were closed at noon yesterday, the employees being given a half holiday.

The traffic at the depots yesterday was unusually light, the traveling public appearing to take the day off for New Year.

The Rock Island has been awarded the contract to haul a troop of cavalry from Fort Sill to Fort Meade, S. D., was decorated by the Elkhorn post of the Rock Island at noon yesterday. The troopers will start from Fort Sill Thursday.

The troop of cavalry enroute from Fort Sill, I. T., to Fort Meade, S. D., was decorated by the Elkhorn post of the Rock Island at noon yesterday. The troopers will start from Fort Sill Thursday.

The Christmas week business of the various Omaha lines is reported to be light, very heavy. This was unusual for the one-fare round trip schedule of 200 miles. The through business for the week was rather light.

J. B. Durham, chief rate clerk of the Oregon Short Line, with headquarters at Salt Lake, is in the city enroute to St. Paul on a business trip. He asserts that new business is developing in that section of the country covered by the Short Line every week.

The City Passenger association will not have its regular meeting today as there is nothing of importance up for discussion. Secretary Munn says the association has been holding so many special meetings of late most of the business is transacted in that way.

Edward Palmer, traveling representative of the Santa Fe for this territory, started out yesterday, after spending the holidays at home in this city. He declares his company got more business out of this territory last year than for many years past and he has seen no signs of it diminishing since the exposition closed.

The Elkhorn passenger train that formerly left Omaha at 8:15 a. m. for the Verdree branch will in future leave here at 7:30 a. m. This train also connects with the Lincoln train on the Elkhorn out of Fremont and the change will put the station here in Lincoln during the legislative three quarters of an hour earlier than usual as well as enabling passengers for Norfolk and the Verdree branch to get through earlier.

Spain's Greatest Need.

Mr. R. P. Alvin, of Barcelona, Spain, spends his winters at Alken, S. C. Weak nerves had caused severe pains in the back of his head. On using Electric Bitters, America's Great Blood and Nerve Tonic, all pain soon left him. He says this grand medicine is what his country needs. All America knows that it cures liver and kidney troubles, purifies the blood, tones up the stomach, strengthens the nerves, puts vigor and new life into every muscle, trives and organ of the body. If weak, tired or languid, get it. Every bottle guaranteed, only 50 cents. Sold by Kuhn & Co., druggists.

A 10-week want ad costs you but 85 cents for 7 days in the Morning and Evening Bee.

Burlington
Route

Note These Changes

Train No. 3 for Colorado, Utah, California, Black Hills, Montana and Puget Sound NOW leaves.....4:25 p.m.
Train No. 7 for Lincoln NOW leaves.....3:00 p.m.
Train No. 92 for Pacific Junction NOW leaves.....10:43 a.m.
Train No. 20 for St. Joseph and Kansas City, NOW leaves.....9:25 a.m.
Train No. 4 for Chicago, NOW leaves.....9:25 a.m.
Other Denver, Chicago, Kansas City and St. Louis trains unchanged. See time table on another page.

TICKET OFFICE

1502 FARNAM ST.
Telephone 250.

NEW DEPOT

10TH & MASON STS
Telephone 128.

NO BREAKS IN THE SLATE

Board of Education Has Little Difficulty in Completing Its Organization.

PENFOLD IS AGAIN ELECTED PRESIDENT

Minority Gracefully Submits to the Will of the Majority and Casts Blank Ballots at the Election.

H. J. PENFOLD, President
F. W. BANDHAUER, Vice President

The foregoing indicates the way the Board of Education reorganized last night and it was with as little friction as if all the members were brethren dwelling in peace and harmony. It was the slate set up by the five members-elect, who took their seats and it was with the assistance of a few members of the old board. In fact, so hopeless was any fight certain to be that the opposition flung out the banner of defeat at the very start, and instead of setting up a competing ticket, simply cast blank votes.

The new members took their seats without any ceremony. They were: Charles E. Black, Arthur M. Cowie, Charles S. Hayward and Dr. Fred P. Teal. They succeeded George L. Dennis, C. H. Gratton, A. Klewitt and R. C. Jordan. George G. Irey succeeded himself.

Member Bandhauser was elected temporary chairman and the old rules of the board were re-adopted. Irey and Hess were appointed tellers and nominations for president were called for. The name of H. J. Penfold was offered and no more. Member Penfold carried off one office on the first ballot by the following vote: Penfold, 10; blank, 5.

President Penfold declared that he was pleased to accept the office because it had come unsolicited. In his case the office had sought the man. He hoped that the committee which he would appoint to look upon the board as a business board and would do the work like business men and that the factions that had long prevailed in the board would disappear.

Member P. W. Bandhauser was elected vice president with little opposition, although the blank vote went to no more.

The first ballot disclosed the following result: Bandhauser, 9; Hayward, 4; Sears, 1; Thomas Murray, 1; blank, 3. Bandhauser was declared elected and thanked his colleagues for the honor.

Names the Committees.

President Penfold named the following committees:

Boundaries—Burgess, Buchanan, Bandhauser.

Buildings and Property—Cowie, Black, Bandhauser, Johnson, Burgess.

Claims—Johnson, Hess, Searles.

Finance—Buchanan, Van Gilder, Hess.

Heat and Ventilation—Bandhauser, Black, Cowie, Thomas.

High School—Moore, Irey, Teal, Buchanan.

Judiciary—Thomas, Van Gilder, Searles, Kindergarten—Teal, Moore, Cowie, Hayward.

Rules, Form and Printing—Van Gilder, Thomas, Hess, Teal, Irey.

Special Instruction—Searles, Johnson, Van Gilder.

Supplies—Hayward, Moore, Johnson, Thomas, Black.

Teachers—Irey, Teal, Burgess, Bandhauser, Hayward.

Text-Books—Black, Cowie, Moore, Irey, Burgess.

Member Irey desired to raise the small-pox quarantine on the Saratoga school and introduced a resolution to permit all children belonging to the school to enter that school or not. The resolution was so amended that it will not be put into effect unless it is approved by the Board of Health.

The order requiring all children of the school to be vaccinated or leave the school was issued about the middle of November, when small-pox was discovered in the northern part of the city.

Certificates for Teachers.

The persons represented by the following numbers in the recent teachers' examination passed and were granted certificates:

Primary and grammar grades, Nos. 1, 3, 7 and 8; high school, Latin department, No. 8; special in French, No. 4.

The first step in the direction of the establishment of a new Pacific school, which is to be erected with a portion of the bonds voted at the last election, was taken in the shape of the passage of a resolution directing an adjoining alley to be traded.

The committee on text-books and course of study was instructed to prepare a list showing the principal text-books used in the local public schools and the prices; also to ascertain what other cities are paying for the same or similar books. The committee was instructed to make such recommendations as will be to the best interests of the schools. Member Johnson introduced the resolution and in explanation intimated that the board in paying more for school books than other cities.

Standing of Pupils.

The following are the names of pupils in the freshmen's class in the Omaha High school whose average scholarship was above 90 per cent during the months of October and November: Lily Arthur, Howard Barrett, Eugene Beatty, Albert Beckett, Joseph Bixby, Mary Bedwell, Mary Breesman, May Brown, Mary Cockran, Ralph Christie, Pearl Cole, Laura Congdon, Marion Connell, Edith Cook, Anna Dayton, Mary Dallas, Anna Dietrick, Marjorie Dunn, Lottie Ericson, Samuel Friedman, Marie Glynn, Lillian Glennan, Florence Grimes, Charles Gardner, Mattie Hald, Eva Hart, Hildur Hartman, Minnie Hiller, Anna Hoey, Katherine Hoey, Edna Jensen, Anna Kelly, Arthur Kelkeney, Louis Kopold, Harry Kelly, Theresa Lockwood, Edna Muller, Fred Muller, Marion Mullen, Maud Mackenzie, Leila Moore, Anne Moore, Annie Nolan, Grace Norton, Mable Parker, Alice Pritchard, Jeanie Riddell, Blanche Roe, Charlotte Roe, Jeanette Roggen, Marie Ryan, Helen Sadleir, Mary Strickland, Emma Schaefer, Edna Shaffer, Creighton Shelby, Mildred Slater, Lester Thatcher, Janet Taylor, Lela Thaxton, Ruth Thorpe, Grace Thurston, Fay Towns, Hubert Ware, Roy Waring, Louise White, Roberta Wilson, Mary Woodbridge, Bessie Wright, Cecilia Wilsons and William West.

Winter Term of School Opens.

The holiday vacation of one week has come to an end and the public schools of the city have reopened, yesterday being the first day of the winter term. The attendance was unusually light in some of the schools, not more than half of the pupils enrolled being present. This was due to the fact that yesterday was observed by many as a holiday.

Mortality Statistics.

The following births and deaths were reported to the health commissioner during the twenty-four hours ending at noon yesterday:

Births—W. Schina, 1451 South Thirtieth, boy.

Deaths—Florence Keaton, 2234 Lake, 24 years; Mary R. Lyons, 3845 Decatur, 55 years; Mrs. Lizzie Prince, 1412 Jackson, 53 years; Nels Gregersen, Thirtieth and Phelps, 45 years; Nancy A. Graves, 207 South Twenty-fourth, 72 years; Marie Hansen, Twenty-fourth avenue, 19 years; Rosa Garamola, 224 North Ninth, 50 years; John O'Brien, 2024 Oak, 79 years; T. J. Ormby, 311 North Seventeenth, Carrie Jacobson, Secord and Pierce, 45 years; Alexander Archibald, 27½ Decatur, 35 years.

Experimenting on the Clock.

The Iowa man who manufactured the clock in the tower of the new federal build-

ing is conferring with Architect Latenser relative to changes that will meet the objections made to the present appearance of the face. It has not been fully decided whether the purpose will be best served by making the clock larger or by changing the color. Yesterday a couple of black hands, seven and one-half and nine inches wide, respectively, were put on, but they could scarcely be seen two blocks away. A couple of days will be spent in experimenting and then the change that seems most desirable will be recommended.

Dr. Bull's Cough Syrup is a most wonderful remedy for bronchial troubles. It has cured thousands and will cure you, 25c.

FIRE IN A CHRISTMAS TREE

John Ahlstrand Tried to Extinguish the Flames and is Severely Burned.

A fire at 403 North Fourteenth street in the home of John C. Dahlstrom yesterday morning, resulted in the serious burning of the hands and face of John Ahlstrand. Ahlstrand, a waiter, had been standing in the front room and a girl who entered the apartment discovered that the tree was on fire. She gave the alarm and Mr. Ahlstrand ran to put out the fire and in doing so his face and both hands were painfully burned. Heat taken by the two women. Medical college to have his injuries dressed.

The fire did not get outside the room where it started, but the furniture in the vicinity of the Christmas tree was badly damaged. It is estimated that the loss to the contents will reach \$150 and the damage to the building \$50. There was no insurance.

Respond to Other Calls.

While the occupants of the brick block at 714 South Sixteenth street were thawing out the water pipes yesterday morning they thought the building had caught fire and turned in an alarm which brought the firemen out hastily. They had not reached the block when a second alarm was turned in. This time it came from 307 North Sixteenth street, a restaurant owned by William J. Huston. A stovepipe set fire to the woodwork and damaged the building about \$25.

Horrible agony is caused by Piles, Burns and Skin Diseases. These are immediately relieved and quickly cured by DeWitt's Hazel Salve. Beware of worthless imitations.

SPEND AN EVENING IN TALK

Members of Humane Society Refuse to Fatter a Bird or Prevent Shooting of Live Pigeons.

The Nebraska Humane society discussed matters of considerable interest to its members at a meeting last evening. A communication was received from a Chadron woman requesting the society to assist her in procuring the passage of a bill by the legislature prohibiting the use of live pigeons in the gun club tournaments which are held so often throughout the state. It was decided to send a resolution to the legislature asking for such a bill.

The society also talked of a prohibitive vivisection bill. It was not known that vivisection was practiced largely in the state schools, so it was decided to let the question rest until there is cause to take it up.

An open meeting is being planned and will likely be held the latter part of the week. The annual election of officers will occur soon and the members are looking forward to a prosperous year.

ASSOCIATED CHARITIES.

Urgent Demands Upon the Association for Coal.

The trustees, on account of an empty treasury, are compelled to appeal to our benevolent citizens for funds to purchase 200 tons of coal to distribute this cold season amongst the aged, sick and worthy poor of our city.

The applications are numerous and pressing and require immediate attention. The board, therefore, hopes to have a liberal and early response to their appeal.

Checks payable to the "Associated Charities" will be thankfully received at 1310 St. Mary's avenue.

JOHN LAUGHLAND, Secretary.

THOS. L. KIMBALL, President.

Announcements.

The program arranged for the operatic performance to be given by Mme. Sofia Seacchi and her famous company is one that big treat in store. It is the most talked-of act in vaudeville in the east. Hilda Thomas and Frank Barry is another strong act for next week.

MAGNIFICENT TRAINS.

Omaha to Chicago.

The Chicago, Milwaukee & St. Paul railway has just placed in service two magnificent Pullman and business cars. They leave Omaha and Chicago, leaving Omaha daily at 5:45 p. m. arriving Chicago at 8:25 a. m. and leaving Chicago 6:15 p. m. and arriving Omaha at 8:20 a. m. The train is lighted thoroughly by electricity, has buffet smoking cars, drawing room sleeping cars, dining cars and reclining chair cars and runs over the shortest line and smoothest roadbed between the two cities.

Ticket office, 1504 Farnam street, and at Union depot.

A Bean Club Correction.

A mistake was made in the Merchants' Bean club announcement of the winner of the \$75 sewing machine at the People's Furniture and Hardware store. The correct number is 4,946, by R. C. Miner of the Richardson Drug company. The correct number guessed was 1,133, by Mr. Miner, and the bean jar number was 13.

THE MERCHANTS' BEAN CLUB.

\$142 buys fine upright piano, \$50. payments. Schmoller & Mueller, 1313 Farnam.

"USEN'T YOU"

thing it was perfectly horrid for respectable families to keep beer at home? Well it is different now.

KRUG CABINET LAGER BEER.

is drank in thousands of the best homes in the west, and it's becoming more popular each year. That's because in recent years, it's been found invaluable as a tonic and stimulant and nearly every one has a tonic occasionally. It's so refreshing-malt extract is full of nourishment! We want to have a telephone, but of late years it's been number 4-2-0, Omaha. A complete list of our numerous agents' telephones would require this entire paper even in this time.

FRED KRUG BREWING CO.

Telephone 420. 1007 Jackson St.

CITY COUNCIL PROCEEDINGS

Spirited Debate Relative to Awarding City Printing to Union Firms.

RESOLUTION UPON SUBJECT IS INTRODUCED

Matter Referred to the Judiciary Committee and is to be Reported Upon at Some Subsequent Meeting.

The city council, at a special meeting yesterday morning, wrestled for some time with a resolution by the terms of which city printing in the future is to be done by union firms only. After talking over the matter the body referred it to the Judiciary committee. The resolution, which was introduced by Councilman Burmaster, was as follows:

Resolved, That hereafter all printing and lithographing done for the city of Omaha shall bear the imprint of union labor.

Councilman Burmaster moved the adoption of the resolution. A motion to suspend the rules in order that this was passed by the following vote: Yeas—Burmaster, Karr, Lo-beck, Bingham—4; nays—Mount, Stult—2. Excused because he was indirectly interested as the head of a printing firm—Burk-

lender—Beckel and Mercer—2.

Although this motion prevailed, a substitute was made to the effect that the matter be referred to the Judiciary committee for report at a future meeting. This prevailed.

Favor Union Labor.

Mount opposed the motion on the grounds that it would restrict competition, as it would bar those printing firms not able to pay the union scale. He was in favor of doing as the city has been doing—awarding a contract to the lowest responsible bidder, if he puts up a good bond. The city desires to get the best work at the lowest price and that is all the interest it has.

Half the board of the city are not worth the paper they are written on," declared President Bingham, in commenting upon this statement of Mount's. "I believe, however, that when this matter was up before the council in the past there was some question whether it was contrary to the charter, inasmuch as it restricted competition to a certain class. That point ought to be settled."

Councilman Stult was as emphatically opposed to the resolution as Mount. He said: "I am in favor of union labor and union wages, but it is bad policy for the city to adopt such a rule as is suggested. The city should be broad enough to include all classes of men—union and nonunion. If you are going to pass such a resolution as this, it takes in everybody and everything connected with the city. Make it compulsory that all the street men, all the clerks and in fact, the heads of departments should be members of unions."

The purpose of the special meeting was to pass the monthly salary and expense appropriation for December. This was done.

Her Grand European hotel now open. Elegant rooms, ladies' and gentlemen's cafe and grill room. Cor. 16th and Howard.

Cloaks

Half Price

Scotfield Commences a Sale

today of all new up-to-date Cloth Cloaks for ladies and children at just half former prices.

\$25 cloth Cloaks for \$12.50.

\$35 cloth Cloaks for \$17.50.

\$29 cloth Cloaks for \$14.50.

\$15 cloth Cloaks for \$7.50.

And so on down to \$5.00 cloaks for \$2.50.

Remember, we never hold "fake sales"—everything just as advertised here—now and always.

OK SCOTFIELD CLOAK & SUIT CO. 1510 DOUGLAS STREET.

New Treatment

AND HOW IT CURES

Catarrh, Deafness, Kidney Trouble,

Throat Trouble, Dyspepsia,

Liver Complaint, Lung and

Nervous Diseases.

Our Standing What the great news of Dr. Shepard and his professional standing....

"The Shepard Medical Institute is entirely reliable in a prime and business way. The physicians have gained and fully maintained a leading reputation in the treatment of chronic diseases."—N. F. F. Business Mr. Davis.

What is the Shepard System?

"Dr. Shepard has for six years been conducting the largest medical practice ever known in the history of Nebraska. He has proven himself to be sincere, careful, and consistent in the handling of his patients, and, as is well known, will never accept a fee for treatment that he cannot cure. No small part of his popularity lies in the fact that he is a 60-60 man, meaning that he gives 60 per cent of the service of his specialist."—The Omaha Christian Advocate, November 6, 1897.

The "Home Treatment," by mail, is curing hundreds of patients. Write.

SEND CARD FOR FREE BOOK.

SHEPARD MEDICAL INSTITUTE

OMAHA, NEBRASKA.

HELLO! DR. WEST'S, 34c

\$1.00 Dr. E. C. West's Specific WE sell 34c

MORE CUT DRUG PRICES.